



Many Ratings, One Name, Plane Captain

By MCSN TIMOTHY ROACHE
Penny Press staff

Enlisted warfare specialist pins are an honor Sailors are proud to wear. Earning one requires long hours of studying, having one's Personal Qualification Standards (PQS) signed off and a lot of hard work.

What if, after all the studying and hard work, instead of a pin, you were honored with your name added to an aircraft?

Brown shirts, or Plane Captains (PC), are closely related to warfare specialists, but instead of wearing a pin, PCs add their name to the aircraft they are personally responsible for. It is a matter of personal and professional pride.

Working long, grueling hours in the hangar bay, on the flight deck and in the line shack, each PC trainee looks forward to the day they can add their name to an aircraft.

"I can't wait," said Aviation Electronics Technician John Weidner, a PC trainee with the Strike Fighter Squadron (VFA) 34 "Blue Blasters". "I'm hoping to get my name on bird 400, for Blue Blaster's PC of the year."

Weidner, like every other PC in the Blue Blaster's line shack, is not alone on his path toward the qualification as a PC. Along



Photo By MC3 Jordon Beesley

A Sailor assigned to Strike Fighter Squadron (VFA) 2 sprays the top of an F/A-18F Super Hornet on the flight deck in the South China Sea.

side Weidner is the VFA 34 PC training petty officer, Aviation Machinist's Mate Third Class (AW) Arnold Verdesen, mentoring and training him every step of the way.

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Lincoln Strike Group Departs Thailand

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

Ships of the Abraham Lincoln Carrier Strike Group (ALCSG) got underway April 24 after a four-day port visit to Thailand.

The visit made history as Lincoln moored at Laemb Chebang, the first time any large deck Navy ship has been able to moor in Thailand. Sailors were bussed from the busy commercial port to Pattaya in order to take advantage of hard-earned liberty.

The visit included tours and shopping for Sailors, as well as community relations (COMREL) projects with a local orphanage and two local schools.

According to Lt. Cmdr Steven Orren, Carrier Air Wing (CVW) 2 Chaplain, more than 200 Sailors participated in the

COMREL projects.

"We moved furniture from an old building that was being readied to rehabilitate to a new building that looked like it was just completed," at the Pattaya orphanage, said Orren.

COMREL time was not just all work and no play, though.

"We hung out with the babies, held and fed them, and played soccer and basketball with the kids," he said.

Sailors had the opportunity to host 38 children from the Pattaya orphanage aboard the ship April 22. The children had ice cream in the First Class Petty Officer's mess and were led on a tour of the ship.

"They were pretty ecstatic about it," said Lt. Todd Friedman, Lincoln's

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Inside

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Local Stories

Spotlight Sailors

AZAN Nancy Reyes VAW 116 "Sun Kings"

Joined the Navy:
Sept. 4, 2004

Advice to new Sailors:

"Be the best that you can be, never give up and be positive."

Reason she joined the Navy:

"I wanted to see how the military really was."

Something AZAN Reyes is looking forward to:

"I want to get in shape, especially for Hawaii and get my degree and getting my EAWS."



PHOTOS BY MCSN JAMES EVENS

EM3 Nickolas Hansen Reactor/RE

Joined the Navy:
Aug. 16, 2002

Advice to new Sailors:

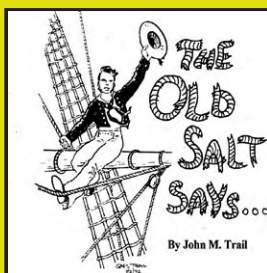
"Always keep a good attitude, even when things don't go your way."

Reason he joined the Navy:

"For the Education benefits."

Something EM3 Hansen is looking forward to:

"Returning home to be with my family again."



GROUSING, MARES NEST, IDLER AND STAND DOWN

Shipmates, here are a few slang words used by American Sailors that generally don't have an origin but are and were used just the same. "Blowout on sleep" said of a Sailor who gets to sleep in until morning chow. "Grousing" slang meaning to complain or find fault in something. "Idler" a Sailor who serves in a Ship underway but does not stand underway watches. "Mare's nest" slang for any mess or disarray. "Stand down" to relax from a job, battle dress, break up from quarters or stand easy on station. These are but a few, there are many more!



ALCOHOL-AWARE is a 4-hour alcohol awareness command level course that includes basic information about alcohol use and associated risks, Navy policies, responsible drinking and alternatives. It targets junior enlisted (E1-E4). AWARE is a requirement for targeted population.



April 24, 1778

The Continental sloop *Independence*, returning from a diplomatic voyage to France, wrecked on a sandbar while attempting to enter Ocracoke Inlet, North Carolina.

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Local News

Individual Augmentee's (IA's) -- Be prepared!

FROM PACIFIC FLEET MASTER CHIEF
(SS/SW) R. D. WEST

Hoo-yah, Warriors! Today's article is about Individual Augmentees (IA's). You've seen emails, news stories and Naval messages that address this topic, so hopefully by me addressing IA's I can either answer your questions or direct you to the right location for your answer.

For 3 years we've had Sailors in Iraq, Afghanistan, GTMO, Cuba and the Horn of Africa supporting efforts in the war on terror. Navy heroes have stepped up to the plate and have answered the call as IAs and continue to do so. BZ to you!

In the future we will continue to increase and maintain our support. NAVADMIN 83/06 outlined the need for IA readiness. The message was simple and to the point; All Sailors are potential IA's and all Sailors need to be ready to support the War on Terror.

Let me discuss that: The Navy along with our sister services are not only conducting combat operations we are providing support in things such as law enforcement, EOD, intelligence, linguistics, and public affairs. Obviously this list is not all-inclusive, and as the needs and missions shift, we need to be ready to adapt.

Additionally, our Navy has been heavily involved in detainee operations, civil affairs missions and provisional reconstruction teams to name a few; doing all this while keeping the world sea-lanes clear and meeting the maritime mission worldwide.

We are an "Any Mission, Any time" Navy.

How else can you help? One major discrepancy pointed out in the recent NAVADMIN was a lack of personal readiness on the part of individual sailors preparing to deploy.

That means Page 2s and security clearances updated, good physical condition-

ing, medical and dental health is maintained, and all the other financial, legal and personal affairs are handled.

Not to make too fine a point on the issue, we recently sent a large number of Sailors to their initial combat training in preparation for their IA assignments.

Of that group, many had significant medical readiness issues that negatively impacted an already tight training schedule. We can't afford to do this.

I know about this impact because Navy leadership has visited Fort Jackson, S.C., and watched the training our Sailors are undergoing.

The Force Master Chief of Manpower, Personnel, Training and Education, Master Chief Mike McCalip, told me that during his recent visit he saw (1) outstanding Sailors who were upbeat, focused, and showed positive attitudes about preparing to deploy to support the war on terror, (2) A Navy training staff that was focused on getting our warriors ready for deployment, and (3) a cadre of U.S. Army DIs who are dedicated to helping our Sailors understand new and unfamiliar mission areas.

I would expect nothing less, but the Navy-Army training team can only do so much. We have to do our part and ensure we are ready, when called upon.

Which brings me to my next point. Pre-screening for IA. Again, it falls to our front-line leadership to make sure we are doing the right thing by the Navy and the Sailors.

When the IA call goes out, we need to make sure the people we send can do the job. They have to be physically, medically, and mentally ready. Just checking the box with a name is the wrong answer.

Now I realize the job of finding just the right person, with the right skills, and completely prepared isn't always easy. No one ever said it would be. The Navy is taking several steps to lessen



the impact IA duty has on Sailors and their families.

First, leadership is engaged to reduce the personal and family hardships of IA by increasing the notification lead times. This will give us the time we need to help our Sailors prepare as well as take care of family matters.

Second, the Navy is putting out as much advance information as possible through the Navy Knowledge Online (WWW.NKO.NAVY.MIL) portals by developing an Individual Augmentation portal page.

When you log into NKO, there is a large box at the top of the homepage asking if you are an individual augmentee preparing for deployment. Click there and it will take you to everything you could possibly want to know. The portal includes Fort Jackson training information, uniform requirements, IA checklists, the whole nine yards.

Please make use of this service, as its only purpose is to make your life easier.

Wrapping it all for you, the IA requirements are a reality and we must be ready – from junior to senior, officer to enlisted. That means individually, we keep ourselves in a deployable status.

Features

Looking Forward To Liberty?

Wearing Inappropriate Clothing Can Keep you on the Boat

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

As Sailors aboard USS Abraham Lincoln (CVN 72) prepare for the first port call of their deployment, many questions have arisen as to what the civilian clothing policy will be for our visit. One of the major concerns as Sailors leave to go on liberty will be that they are appropriately attired.

According to the guidelines, "each individual, whether military or civilian, is an ambassador of the United States and the U.S. Navy while in this area of responsibility (AOR). As such, individual dress, attire and conduct should reflect credit upon oneself, the U.S. Navy and the United States."

Here are guidelines for civilian attire in Hong Kong, as well as the other ports Lincoln will visit in the 7th Fleet AOR:

Always present a neat and clean appearance

No shower shoes. Sandals with

straps such as Tivas or other sports sandals and women's sandals are appropriate.

No "active wear" or PT gear. Clothes that are meant to work out in should only be worn when working or in the gym. There are some clothes that can be worn in public and also be worn to work out in. If those clothes are neat, clean and presentable, they can possibly be casual wear.

Your pants or skirt should cover whatever is under them – no "sagging", no undergarments visible.

No underwear of any type visible.

No extremely baggy, too long, or excessively frayed pants.

No mini-skirts.

No undershirts worn as outer shirts. No "dap caps" or do-rags.

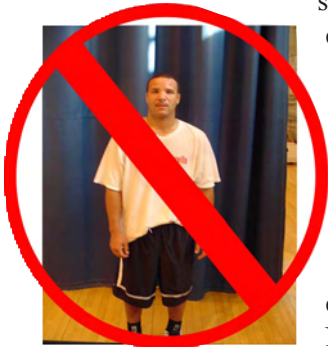
No exposed midriffs (no bellies).

Remember, part of good citizenship abroad includes the first impressions we make in our host countries. How we dress and present ourselves has a direct reflection on how our hosts perceive us.

Appropriate Wear



Pants not too long, T-shirt under basketball jersey, showing less than 1 inch. of midriff.



This is active wear for PT and the gym.

Acting Your Best So Foreign Hosts Don't Think The Worst

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

Sailors from the Abraham Lincoln Carrier Strike Group (ALCSG) work hard and the reward for that hard work is liberty in foreign ports.

Liberty is an important part of ALCSG's mission on its Western Pacific deployment, as the citizenship ALCSG Sailors exhibit is a direct reflection of both the United States and the Navy in host countries.

While visiting ports such as Thailand and Singapore, it is very important that Sailors remember to practice good citizenship, according to USS Abraham

Lincoln's Command Judge Advocate, Lt. Cmdr. James Carsten.

"I think good citizenship means more than the absence of illegal behavior," said Carsten. "It's being a positive role model for other Sailors; it's being a good representative for the United States and the Navy and fostering positive relationships with the local population."

Carsten said that one of the most important ways Sailors can ensure they present that positive image is by ensuring they adhere to the liberty buddy policy ALCSG and Commander, U.S. 7th Fleet have in place.

He said that liberty buddies can monitor each other's behavior and help keep one another out of trouble.

"You know when your shipmate is getting out of hand. You know when your friend has had too much. It's time for you to take positive control of that situation. Get them back to the ship before something goes wrong," he added.

"You can go out and have a good time, but do it in a responsible manner, and moderation is the key."

Different countries have different laws and different customs, and not understanding those laws and customs could lead to trouble, according to Carrier Strike Group (CSG) 9 Staff Judge Advocate, Lt. Cmdr. Robert Crow.

"Singapore is vastly different in many

Thailand Liberty Port at a Glance



Features

CONFLAG stations help keep Lincoln safe

By MCSN JUSTIN BLAKE

Penny Press staff

One of the greatest dangers Sailors face is fire. Imagine a ship at sea; fill it with multiple aircraft, many in various states of repair and carrying jet fuel while sitting in the hangar bay of the ship. You have just imagined a recipe for disaster.

For Sailors aboard USS Abraham Lincoln (CVN 72), the watchful eyes of Air Department's V-3 division help keep the possibility of fire at bay.

Conflagration Watch Stations, or CONFLAG stations, are perched high above each of the ship's three hangar bays – on the port side in hangar bays one and two, and on the starboard side in hangar bay three. When aircraft are aboard, these stations are manned at all times by vigilant V-3 Sailors.

"We're the last line of defense in case of a fire," said Aviation Boatswain's Mate (Handler) Zach Olson.

"We watch for fuel spills, fires, safety hazards and runaway planes," added Airman Joe Perez.

The combination of many people transiting the hangar bays, aircraft being moved, fueled and de-fueled; maintenance and ordnance moves can lead to disaster if not carefully watched.

The CONFLAG watches' primary job is to be an extra set of eyes for the hangar bay petty officers and the extra safety valve in case the worst occurs.

"Standing watch is not only up to the men and women of V-3. It's up to everybody on board the ship," said Aviation Boatswain's Mate (Handler) 3rd Class (AW) Jermaine Smith.



Photo by MCSN Ronald Dallatorre

An MH-60S Seahawk carries supplies onto USS Abraham Lincoln (CVN 72) during a Vertical Replenishment (VERTREP) with the USNS San Jose (T AFS 7).

"All crewmembers should know where and who to report to in the event of a disaster."

If you observe something like a fuel spill in the hangar bay and no one is obviously responding to it, the first thing you should do is notify Damage Control Central and j-dial 7211. Then make sure you notify hangar deck control at j-dial 344. They will put the proper response into action.

"We had a fuel spill a few months back and the CONFLAG watch was first to notice it," said Olson. "If the watch wasn't paying close attention the spill could have been a lot worse."

The possibility of fire in such an event is high, but V-3's CONFLAG watch spurred the proper response quickly into action, ensuring rapid clean up of the spill.

Thanks to the watchful eyes of Air department's V-3 Sailors, the danger of a disaster on board has been reduced. V-3's CONFLAG watches help keep aircraft, personnel, and the ship safe from any hazards that may occur.

CAPTAIN *Continued from page 1*

PCs spend between three and six months in the line shack before being qualified. Verdesen completed the process in a mere three weeks.

"I just made good use of my time," he explained. "There wasn't much to really do since I was underway, so I would continue to train after working hours."

Those three weeks were just as tough as three months worth of PC training.

"It's pretty much dirty work, work that no one wants to do," said Verdesen. "What's there to expect though? I was the bottom of the totem pole. I had to earn my way up."

During their time at the "bottom of the

totem pole." PC trainees are expected to learn the basics of the Aviation Machinist's Mate, Aviation Electronics Technician, Aviation Structural Mechanic, and Aviation Electrician's Mate ratings. After they learn the basics, the qualification process continues. The last stretch of the road is the PC board, where they are questioned about situations that a PC could possibly face on the flight deck.

"I'm just now waiting for the board," said Weidner. "I'm ready and confident that I will pass."

PCs keep their eye on the prize in spite of the long days, work no one wants to do, the studying and the stress of the final board.

"I didn't know what to expect," said Weidner. "To be honest I don't mind it much, I know it will [be] worth it."

After earning the title of PC, a lot of trust is given to the individual; they are responsible for the readiness and scheduled maintenance of their aircraft.

"PCs are ultimately responsible for the over all safety of the aircraft," said Verdesen. "It comes with having your name on the aircraft."

When all is said and done, the PC does not get a pin to tack on to his or her uniform, but they earn the respect of their peers and pride in the knowledge that their aircraft, bearing their name, takes off from the flight deck.

Features

DEPART *Continued from page 1*

Supply Department Services Officer. "They were a nice group of kids that had a great time having ice cream with their tour guides.

"The [Executive Officer, Capt. David A. Lausman] even sat down and had a cup with them."

Lincoln hosted more than 500 people on board for tours of the ship, including members of the Chinese and Russian embassies to Thailand.

Sailors also took advantage of tours, traveling to Bangkok to visit places such as the royal palace and the Temple of the Emerald Buddha, and Wat Pho, the temple of the Reclining Buddha. There were activities such as snorkeling, elephant rides and plenty of shopping in Pattaya as well.

Lincoln and the ALCSG are currently underway as part of a scheduled Western Pacific deployment.

USS Abraham Lincoln's (CVN 72) Morale, Welfare and Recreation worked virtually non-stop to bring Abe and Carrier Air Wing (CVW) 2 Sailors the best tours.

Although Thailand is now just a memory, Sailors who missed out on MWR tours in Thailand now have the opportunity to catch all the tour action in Singapore.

Here are some of the tours that are being offered:

Zoo Tour with Breakfast

Take a wild and exciting tour at the Singapore Zoological Garden, where you'll find over 2,000 animals from all over the world residing in habitats virtually similar to their own.

JURONG BIRDPARK

A must for bird enthusiasts and a pleasure for those who simply enjoy nature in all its beauty.

Our route takes us along Keppel Harbor, part of the world's second busiest port and the Jurong Industrial Estate, Singapore's economic showpiece.

NIGHT SAFARI

Discover the enchantment of the world's first wildlife park to be viewed at night! Covering an area of 98 acres of dense natural forest, the Night Safari features an "open-zoo" concept where animals are allowed to roam freely in spacious landscaped enclosures separated by the use of moats, valleys, wooden grilles and bushes. Special lighting will enable you to view over 1200 nocturnal animals of over 110 species during their most active time.

Sailors interested in signing up for tours and hotels can sign up on the aft mess decks.



CITIZEN *Continued from page 4*

respects," said Crow. "They have a strict adherence to the law.

"Things that we would think were minor in the United States are taken very seriously in Singapore. Things such as jaywalking, minor vandalism, spitting in the wrong place, loud gestures, and obnoxious behavior can subject you to their criminal jurisdiction and some fairly harsh punishment."

Crow explained that there is no Status of Forces Agreement (SOFA) between the United States and Singapore, which allows for service members to be tried and punished under the Uniform Code of Military Justice.

"We can be tried and punished under their laws," he said.

"Not only are their laws very rigid, but their punishments are very strict.

And that's not a situation that we want to be in."

In Singapore, Carsten explained, one of the laws that is a little different than those in the States is called outraging the modesty of a female. He explained that an action as little as grabbing a female's hand, or making a gesture or some type of comment to her that could be considered lewd is a possible offense.

Sailors can learn about what behavior is appropriate or inappropriate by watching the port briefs on SITE TV channel five, Crow said.

"Pay attention to the SITE TV briefs as to what the proper attire is and what's the proper behavior to be expected," he said.

Crow also emphasized the importance of adhering to the ALCSG buddy system policy.

"We all know how to behave in public.

The buddy system is key; that's where we can back each other up," he said. "We have a duty to step in, take positive action and ensure that [a potentially inappropriate] situation does not get out of control."

The bottom line regarding conduct in the upcoming ports is simple, according to Crow.

"Good citizenship is respecting the country that we're visiting. And that [means] respecting their laws and respecting their customs. We have to conform to the behavior expected there.

As Lincoln visits foreign ports, it is important to remember that each individual Sailor is an ambassador not only of the Navy, but also of the United States. The better our citizenship and conduct ashore, the more friends and allies will welcome and support the U.S. military and America in general.

Local News



Shipmates

The strength of a warship lies in the hearts and hands of its crew



Photo by MCSN Ronald Dallatore

Sailors assigned to Commander Carrier Strike Group NINE (CCSG) 9 stand watch in the Tactical Flag Command Center (TFCC) aboard USS Abraham Lincoln (CVN 72). Lincoln and embarked Carrier Air Wing (CVW) 2 are currently underway to the Western Pacific for a scheduled deployment.

Editor's Top 10

The national average for one gallon of gasoline has jumped to more than \$3. Here are some signs that prices are too high:

10. Auto body shops report record business from clients asking for the "Flintstone" style.
9. MWR's John Porter tells everyone "I can get you a free tank RIGHT NOW!"
8. Moon shiners start producing gas to try and get in on the price gouging.
7. Flag officers issued motor scooters instead of sedans due to better gas mileage.
6. Bicycles make a dramatic comeback. In a related note, America's obesity level drops drastically.
5. Gas stations start to charge "Arm," "Leg" or "First Born Child."
4. Navy nukes put reactors in personal cars. Pro: No more gas. Con: No place in car to play Dungeons & Dragons.
3. Scientists research alternative fuels like coffee grounds and belly button lint.
2. "Gasoline Production for Dummies" tops New York Times Best Seller list.
1. Sailors happy to be deployed... yeah, right.

USS Abraham Lincoln Safety Department's

Safety Sailor of the Week

While using a buffer machine in the XO's P-way, AR Michael Michael McFadden, TAD to Supply's S-5 division ensured his safety by wearing electrical safety gloves and leather shells that he checked out from the Electrical Safety Shop.

For observing ORM, McFadden is Abe's Safety Sailor of the Week.



PHOTO BY SK1 (SW/AW/SS) RICHARD WARD

AR Michael McFadden

